

Today's
Advertisements.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR MANILA (DIRECT).
THE Company's Steamship

"YUENSANG,"
Captain J. Kynoch, will be despatched as above
TO-MORROW, the 23rd instant, at 4 P.M.
This Steamer has Superior Accommodation
for First-class Passengers.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd December, 1897. [1896]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SHANGHAI (DIRECT).
Taking Cargo and Passengers at through rates
for CHEUNG, HANKOW, KUEIKANG
and CHEFOO.
THE Company's Steamship

"KINGSING,"
Captain Young, will be despatched as above
on FRIDAY, the 24th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd December, 1897. [1897]

NOTICE TO SHIPPERS.
FOR ODE SA.
(Call at 2, SINGAPORE, C. LOMBARD and PORT
SAID, and 14, 15, 16, through Carico for
ALEXANDRIA, SYDNEY,
BIRMINGHAM, &c.)
THE Russian Volunteer Steamer

"NISHNI NOVGOROD,"
due here about the 25th instant, will load here
as above and will have quick despatch
For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 22nd December, 1897. [1898]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.
FOR SINGAPORE, SAMARANG AND
SOERABAYA.
THE Company's Steamship

"HINSANG,"
Captain Crickitt, will be despatched as above
on WEDNESDAY, the 23rd instant, at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 22nd December, 1897. [1895]

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
FROM MIDDLESBRO, LONDON AND
SINGAPORE.
THE Steamship

RADNORSHIRE.
Captain Vyvan, having arrived from the above
ports, Consignees of Cargo are hereby informed
that their goods are being landed at their risk
into the Godowns of the Hongkong and Kowloon
Wharf and Godown Company, Limited, at Kowloon
and stored at Consignees' risk and expense.

No claims will be admitted after the Goods
have left the Godown, and all Goods remaining
undelivered after the 26th instant will be subject
to rent.
All broken, chafed, and damaged goods are to
be left in the godowns, where they will be
examined on the 26th instant at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 22nd December, 1897. [1899]

GOVERNMENT NOTIFICATION.
No. 550.
THE following Particulars and Conditions of
Sale of Crown Land by Public Auction,
to be held on the spot, on
WEDNESDAY,
the 29th day of December, 1897, at 3 P.M., are
published for general information.
By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 11th December, 1897. [1894]

Particulars and Conditions of the letting by
Public Auction of the 1897, at 3 P.M., by Order
of His Excellency the Governor, of One Lot
of CROWN LAND at North Point, in the Colony
of Hongkong, for a term of 99 Years.
PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area	Annual Rent	Yearly Price
1	North Point.	50 ft. x 50 ft. x 50 ft. x 50 ft.	10,000 sq. ft.	100	100

WANTED.
ADVERTISER wants to buy a BICYCLE in
Good Condition. Must be cheap.
Apply CYCLE,
c/o Hongkong Telegraph Office.
Hongkong, 22nd December, 1897.

HONGKONG RIFLE ASSOCIATION.
THERE will be a SPOON COMPETITION
on MONDAY, the 27th inst., commencing
at 2.30 P.M.
RANGES, 500 and 900 yds.
Entrance 30 cents.
A. CHALMAN,
Hon. Sec.
Hongkong, 22nd December, 1897. [164]

NOW READY!
IN HANDY PAMPHLET FORM.
A FULL CAREFULLY REVISED and
accurate account of the
INTERPRET CRICKET MATCHES
with a Critique on the Week's play, the
festivities connected with the Carnival and the
batting and fielding of the various teams.
Price, 50 CENTS PER COPY.
Orders will be promptly attended to, by
The Manager
THE "HONGKONG TELEGRAPH" OFFICE,
No. 6, Pender's Hill.
Hongkong, 20th November, 1897. [1731]

Intimations.
DAKIN, CRUICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.
AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are
made under the constant supervision of a duly
qualified English Chemist and will bear com-
parison with the best English Manufactures.
Special terms to HOTELS, CLUBS, MESSES and
other Large Consumers.
Any complaints should be addressed to the
Manager.
Hongkong, 1st March, 1897. [156]

CHRISTMAS HOLIDAYS.
In accordance with Ordinance No. 6 of 1875,
the Undermentioned BANKS will be
CLOSED for the Transaction of Public Business
on SATURDAY and MONDAY, the 25th and
27th instant respectively.
For the CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA,
T. H. WHITEHEAD,
Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING
CORPORATION,
T. JACKSON,
Chief Manager.
For the NATIONAL BANK OF CHINA,
LIMITED,
G. W. F. PLAYFAIR,
Chief Manager.
For the MERCHANT BANK OF INDIA,
LIMITED,
JOHN THURBURN,
Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE,
Hongkong Agency,
L. BERINDOAGUE,
d. Manager.
For the BANK OF CHINA & JAPAN, LIMITED,
HONGKONG,
CHANTREY INCHBALD,
Manager.
For the YOKOHAMA SPECIE BANK, LIMITED,
S. CHOH,
Agent.
Hongkong, 20th December, 1897. [1883]

CHRISTMAS HOLIDAYS.
THE Undermentioned INSURANCE
OFFICES will be CLOSED for the
Transaction of Public Business on SATURDAY
and MONDAY, the 25th and 27th instant
respectively.
JARDINE, MATHESON & CO.,
General Agents,
CANTON INSURANCE OFFICE, LD.,
General Managers,
HONGKONG FIRE INSURANCE CO., LD.,
N. J. EDE,
Secretary.
UNION INSURANCE SOCIETY OF
CANTON, LD.,
W. H. PERCIVAL,
Agent.
NORTH-CHINA INSURANCE CO., LD.,
W. H. RAY,
Secretary.
CHINA TRADERS' INSURANCE CO., LD.,
SHEWAN, TOMES & CO.,
Agents.
VANOTINSURANCE ASSOCIATION, LD.,
J. B. COUGHTRY,
Secretary.
CHINA FIRE INSURANCE CO., LD.,
W. H. T. DAVIS,
Acting Manager,
THE STRAITS INSURANCE CO., LD.,
Hongkong, 21st December, 1897. [1890]

A. S. WATSON & CO.,
LIMITED.
ESTABLISHED A.D. 1841.
WINES & SPIRITS.
ALL these are selected by our London
House, bought direct at first hand, imported in
wood and bottled by ourselves, thus saving all
intermediate profits, and enabling us to supply
the best goods at MODERATE PRICES.

PRICE LISTS, with Full Details, to be had on
Application.
PORT after removal should be rested a month
before use. When required for drinking at
once it should be ordered to be decanted at the
Dispensary before being sent out.
SHERRY—Excellent Dinner and After Dinner
Wines of very superior Vintage. All are
true Xeres Wines.
CLARET—Our Claret, including the lowest
prices, are guaranteed to be the genuine
product of the juice of the grape and are
not artificially made from raisins and
currants, as is generally the case with Cheap
Wines.
BRANDY—All our Brandy, is guaranteed to
be pure Cognac, the difference in price
being merely a question of age and vintage.
WHISKY—All our Whisky is of excellent
quality and of greater age than most brands
in the market. The SCOTCH WHISKY
marked "E" is universally popular, and is
pronounced by the best local connoisseurs
to be superior to any other brand in the
Hongkong market.

We only guarantee our Wines and Spirits to
be genuine when bought direct from us in the
Colony or from our authorized Agents at the
Coast Ports.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
Hongkong, 21st December, 1897. [6]

NOTICES TO CORRESPONDENTS.
It is requested that all communications relating to Subscriptions,
Advertisements, &c., be addressed to the "Manager, Hongkong
Telegraph," and not to the Editor.
Letters on Editorial matters to be sent to "The Editor" and
not to the Manager of the paper.
Communications intended for publication must be accompanied
by the name and address of the writer, not necessarily for
publication, but as evidence of good faith.
While the columns of the Hongkong Telegraph will always
be open for the discussion of questions of all kinds
affecting public interests, it must be distinctly understood that
the Editor does not in any way hold himself responsible for
opinions thus expressed.

TO ADVERTISERS.
Advertisers are requested to forward all notices intended for
insertion in this paper, not later than Three o'clock on the
day to which the notice is to be published, and to be ordered for a
fixed period will be continued until countermanded.

The Hongkong Telegraph
HONGKONG, WEDNESDAY, DECEMBER 22, 1897.

NOTES AND COMMENTS.

The news from the north is not more
puzzling than usual in such unsettled times.
Of course, each event that occurs is variously
described by different tale-bearers, and the way to arrive at an approximately
accurate understanding of the situation is to
collate all the conflicting stories, boil them
down to a general average, discount liberally
and a bit more, and not be too sure of anything.
In all wars or times of warlike threatening, there are inevitably
many distorted versions of what goes on, and it is not necessary to think much the
worse of human veracity on that account, for
much of it is excusable.

So, as we said yesterday, we dare not
disbelieve too much. It was surprising to
be told that Russia had seized Port Arthur
and that Britain had replied by seizing
Talienwan. If our telegram had been
accepted literally, it would have meant
that the British fleet was now doing what
it did in 1884, when the *Agamemnon*
shadowed the *Vladimir Monomach* so
persistently that the Russian at last lost
patience and ran out his guns, whereupon
the British drums beat to quarters, and the
world was within a hair's-breadth of great
war. A seizure of Talienwan at the moment
when the Russians were cajoling China into
the "temporary" cession of Port Arthur,
would have been as smart and as crushing
a demonstration of British activity, as was
the entry of the British fleet into Vladivostok
harbour at night under cover of a fog,
when a declaration of war was expected
any day, and the town and forts in the
morning found themselves at our mercy.

But it is just this part of the current
rumours that we consider it necessary to
discount. We will not go so far as to call
any of the telegrams to this paper or else-
where, "probably incorrect" in every
particular; but we will say, knowing
how stories do spread, that probably
"seize" was too strong a word;
probably nothing more was done
than to anchor a fleet in the place and
await events. To seize Port Arthur or
Talien would mean hoisting the flag on
the land forts; we doubt if any flag except
the Chinese flies there. But we do not
doubt that the Russians are at Port Arthur,
with China's consent, and our telegram
published yesterday morning has been
confirmed by telegrams to our contemporaries
and to mercantile offices here.
That part of the story may therefore be
considered accurate.

That is as far as we can get with any
degree of certainty. The British fleet is in
the north, but one story says at Port Hamilton,
another says Talienwan, another says
cooperating with the Japanese, and another
says the Russians are at Talienwan.
It may be that they are all correct; it
is fairly certain that some of the British
ships are at Port Hamilton, probably
making it a base for the time; it is possible
also that a part of the fleet is at
Talien, together with Japanese, and the
Russians also may have some vessels at
Talien, which is only thirty or forty miles
from Port Arthur. It is fairly safe to say
the British flag has not been and will not
be hoisted over Talien forts; but it is
possible that British ships are in the
harbour in force.

That is as much as we can say of the
position in northern waters. In diplomatic
circles there is no indication of trouble
impending. The Powers had a severe
test of their capacity for harmonizing in the
Greco-Turkish troubles at the beginning
of this year, and learnt their lesson well.
They are no longer going to let
any weak Power play them off one against
another and benefit all alike. They are
drawing into line round China, and every
appeal made by China to any Power is
only turned into a pretext for further
apollation. But the Powers will not
seriously disagree; the demonstration of
force is only meant to secure a fair share
of plunder for everyone.

The question is—what will Britain do?
The reply that comes readily to mind is—
Nothing. A *laissez faire* policy is bad
enough, but experience teaches us to expect
a *laissez faire* policy nowadays. Per-
haps Admiral Buller has, as one story
goes, taken up a strong position some-
where—Talien Wan, or Port Hamilton,
or both; perhaps Sir C. Macdonald has,
as another story goes, made strong re-
presentations. But the Home Government
has a discouraging habit of not
supporting its representatives. We have
no desire to prevent Russia from taking
Manchuria and North-west China, and it
would not greatly hurt us if she should
insist on having Korea; the Germans are
heartily welcome to Shantung; the French
no doubt can take more Chinese territory
under their benign and pro-
sperous rule without risk of war with
Great Britain. But we want our trade
routes to be kept untouched; the

Yangtze and the West River, with the
roads into Burma, must be either British
outright or guaranteed against all the ex-
clusive and illiberal Powers, for we will
not have French or Russian or German or
any other prohibitive tariffs introduced into
a rich market mostly of our own making.
That is all we ask—nothing but that our
markets be left open to the world, under
whatever flag.

To secure these claims it is certainly
necessary that Great Britain should
acquire Chusan and should have a mile or
two more breathing-room at Hongkong.
We are ridiculously cramped here. The
Hongkong Navy League, or its Com-
mittee should hold a meeting on these
questions, and formulate specific requests,
to be urged on the Imperial Government
by every possible means, as the demands
of people who are on the spot and under-
stand the situation. H.E. the Governor
can officially report, in all truth and ser-
iousness, that modern long-range guns
could easily plump shot and shell into
Government House from several points
beyond our borders—and not very
remarkably long range at that. Hong-
kong was all right and strong enough in
the days when guns could not be relied on
to carry over two miles, and when nobody
had a fleet in the east except the British;
but now Russia, Japan and Germany are
daily strengthening their fleets in
Eastern waters; and Hongkong could be
damaged and even completely ruined
from the land, unless we extend our lines
of defence to a safe distance from our
vital parts. The torpedo station, the
docks, the coal stores, the magazines—
these are things on which the fleet
depends; and the frontier is too near to them.
We are not advocating land-grabbing;
we do not favour further territorial
expansion; for it pays us better to let
others do the governing of a country if
we do the trade. But we do need our
vitals to be out of gunshot range from the
frontier, if Hongkong is to remain the
"Mall and Gibraltar of the East."

TELEGRAMS.
A DIFFERENT VERSION.

RUSO-CHINESE COALITION.
(From Our Own Correspondent).
SHANGHAI, December 22nd.
The *Mercury* received a wire from Tien-
tsin last night stating that three Russian
warships had entered Port Arthur at the
request of China (in case of further trouble
with Germany, it is to be presumed). It
is also reported that Russian ships are at
Talien.

The Germans intend to remain in
permanent possession of Kiaochow.
The Chinese intend to dispute it. Stirring
times are expected.

IT MAY BE TRUE OR IT MAY NOT
SHANGHAI, December 22nd, 5.15 p.m.
The *Mercury* reports that Russia has
taken charge of the Custom houses
throughout Korea.

REUTER'S MESSAGES.
THE "TIMES" ON RUSSIA AND GREAT
BRITAIN IN CHINA.
LONDON, December 20th.

The *Times*, discussing the occupation of Port
Arthur by a Russian Squadron, says that Great
Britain cannot remain indifferent to these political
changes, which by their effect upon the
Peking Government and the redistribution of
Naval Power may seriously affect our commercial
prosperity. The *Times* re-affirms the
advantages of annexing Chusan and some of
the smaller islands, where a self-sufficing
station could be easily established. It hints
that Japan is likely to demand the retention of
Wei-hai-wei.

OBITUARY.
Sir Frank Lockwood, Q.C., member for York
City.

LOCAL AND GENERAL.
THE buying rate for foreigners is \$10.18 per £.

THE thirteenth ordinary general meeting of
shareholders of the Hongkong High-Level Tram-
way Company will be held at noon on the 31st
instant.

TO-MORROW afternoon on the Happy Valley the
Hongkong Football Club will play the West
Yorkshire Regiment under Rugby rules. Kick
off at 4.15 p.m.

We learn from our morning contemporary that
the *Grafton* was to leave Singapore last night
and the *Powerful* to leave Colombo yesterday,
both to join Admiral Buller in northern waters
presumably.

An extraordinary general meeting of the Hong-
kong Football Club will be held at the Victoria
Recreation Club (by permission) on Tuesday,
December 28, at 5 p.m. Business.—To adopt
some Club rules.

An exhibition of the Projectoscope will be given
by Professor Mercovich at nine o'clock to-night
in the rooms of the Institution of Engineers and
Shipbuilders of Hongkong. Visitors (introduced
by Members) are cordially invited.

Mr. J. Haslogh, on behalf of the Oplam Farmer,
applied to the Police Magistrate to-day for a
rehearing in the case of an excise officer who
was sentenced to six months' imprisonment with
hard labour on Saturday for annexing a \$50 bill
from a Chinese merchant in No. 78 Praya
Central, while searching the premises. The
application was granted and the rehearing was
fixed for to-morrow morning at 11.

THE Burd Street murder case was resumed at
Supreme Court to-day. The cross-examination
of the accountant, who gave evidence yesterday,
took the greater part of the morning and then
the master of the shop was called. He gave
an account of the robbery and the subsequent
occurrences. His evidence at the Police Court
was fully reported in these columns at the time.
The case was adjourned till to-morrow morning.

THE North German Fire Insurance Company of
Hamburg (Hongkong agents Messrs. Simmsen
& Co.) have issued for 1898 a pretty little
calendar giving a picture of their head office
and a view on the Ribs, or perhaps it is some
other place, anyhow it is a neat and artistic
picture. It would not hurt the business of the
Company to print the Hongkong address on the
calendar; we look for it in vain. We are accus-
tomed to expect such little carelessness only of
British firms.

THE German warship *Kaiserin Augusta*, from
Europe, arrived in Hongkong this morning, on
the way to Kiaochow. She is a first-class un-
armoured cruiser, five years old, built of steel,
with 3-inch protective deck. Her tonnage is
5,652, length 397 feet, beam 49 feet 3 inches,
draught 23 feet; indicated horse-power 12,000, three pro-
pellers, speed 20 knots (20 knots). She carries
twelve 6-inch guns, eight quick-firers of 87
mm. (about 4-inch) and five torpedo tubes. She
can steam 10,000 knots without recoaling.

H.E. the Governor delivered a lecture this after-
noon, to the "Odd Volumes" and their friends,
at Government House, on Milton and Handel,
under the title "Two short sketches of two great
men." Owing to the length of the address and
the late hour, we are compelled to hold over the
full report until to-morrow, when we can pro-
mise our readers a most interesting study of
these two famous men. The most striking critic
cannot deny that Sir William Robinson is enter-
taining and instructive when he deals with such
subjects.

THERE were "reactions" in a house of ill-fame
last night when a number of celestial rowdies
made things hum by smashing tables, chairs,
and everything they could lay hands on. The
Police arrived in the thick of the confusion and
succeeded in maintaining order by taking nine of
the men into custody and marching them to the
Station. The prisoners attended the Magistrate's
court this morning and had to put up with a
fine of \$10 and \$25, the variation of the penalty
being arranged according to their participation in
the scuffle.

MESSRS. A. S. WATSON & Co.'s calendar for 1898
is a classical work of art, representing Sappho
screaming a statue of Hygieia—an admirably
appropriate emblem of the well-known and re-
liable dispensary. The firm also presents to its
patrons a very little pocket calendar, fitted with
a recent scheme, just the sort to keep in a hand-
kerchief-box. Besides the perfume, it contains
a large amount of useful information—Hongkong
postal guide, Peak tramway time-table, fares for
chairs, jirikahs and sampans, and full details of
the many excellent wines, spirits and other
things to be obtained at the Hongkong Dis-
pensary.

AT 1.15 p.m. to-day a fire broke out in the
kitchen of the Indian constables' at the Naval
Yard. The fire was blazing very fiercely at times.
The constables at the Yard under Inspector McE-
wen immediately took to the hoses and after
working hard succeeded in extinguishing the
flames about 20 minutes after its outbreak.
This, needless to say, reflects much credit to
Inspector McEwen and his men for if they did
not act promptly much damage would have
resulted. The kitchen was completely gutted and
the whole of the Police quarters at the Naval
Yard were damaged with water. The fire is
supposed to have commenced on the bed of an
Indian who sleeps in the kitchen, but no theory
can be advanced as to the origin of the outbreak
at the kitchen was locked at the time and nobody
had been in for so long before the fire.
The Fire Brigade also turned out but their
assistance was not required as the flames had
already been controlled when they arrived at
the Yard. Commodore Holland left the *Victor*
Emmanuel after he had heard of a fire and he was
at the Yard 20 minutes after it had begun, but
then the flames had been extinguished.

MESSRS. Benjamin, Kelly & Potts, in their
Weekly Share Report, dated Hongkong, Tues-
day, 21st December, say:—Business has been
fairly brisk, and a sharp advance in China
Sugars has to be recorded. The Hongkong
High Level Tramways Co., Limited, has adver-
tised its yearly meeting for the 31st inst. Hong-
kong and Shanghai Banks have ruled very firm
and have been placed at 175 and 176 per cent
premium, closing steady. National founders
are expected for at \$25. China Sugars have
improved their position considerably and sales
have been effected at advancing rates up to \$162.
For March business has been done at rates be-
tween \$105 and \$106. Lurons are quiet and
are obtainable at \$10. Panfoms have been
negotiated at \$5.30 and \$1.40 cum \$1 call, and
the Preference can be placed at \$120. Char-
bonnages are firm with buyers at \$105. New
Belmont Preference have been done at \$150.
Rambas have hardened and sales have been made
at rates between \$20 and \$21. Olives A have
been sold in small lots at \$19 and the B shares
have been fixed at \$7 closing with buyers at
\$7.25. Great Eastmans have changed hands at
\$3. Kowloon Wharf shares have been done at
\$58. Wanchals have changed hands at \$400
and \$41. Hongkong and Whampoa Docks have
been fixed at 210 per cent. Premium Interna-
tional Cotton Mills can be placed at \$110 but
are not obtainable under \$110. Other stocks
under this heading remain quiet at quotations.

BAY VIEW.
Bay View is the modern name of a suburb of
the city of Victoria (Hongkong) and it is also
the name of the house in which Host Osborne
and Manager Williams hold *luncheon*, entertain
their friends, and dispose of the best liquors and
exquisite cooked dinners and trifles at prices
that bring his specialities within the reach of all
and sundry. Bay View is also the district in
which the Royal Dutch Petroleum Company
(Meyer & Co. Managers) has erected a wharf
alongside which large tank steamers are often
to be constructed for the company by the local
Dock Company, and it is, moreover, the part of
this fair Isle of Fragrant Streams in which
Messrs. A. G. Gordon & Co. have erected large
engineering workshops and a substantial residence
for the Manager. The enterprising
contractor and builder, Chan A. Tony, has
also included Bay View in his "sphere of
influence," as diplomats put it, and is building
a long row of great European two-story houses
and if the Inspectors of Police who used to live
at "Bay View" many years ago could return
from the Great Beyond and see it now they
would marvel greatly. In years gone by when
Bay View Hotel was known as a veritable death-trap,
so fatal was it to the members of the Force
stationed there. In fact, so fatal was it that
the Government took upon itself to remove
the place up, by and by a far-reaching and enter-

A SEAMAN named Charles' alias was charged
at the Police Court to-day or two counts; with
deserting from the British ship *Drumalion* on
the 1st inst. and secondly, with being one of
the party of the American ship *St. Mark* who
willfully remained in the Colony after her
departure. Captain William Smith of the
Drumalion gave evidence that the defendant
shipped with him for a voyage from Shanghai
to New York and after working for a week,
he deserted on the vessels arrival here. Mr.
Moly, superintendent of the Sailors' Home, said
that Dalton came to him and said that he was a
deserted, having worked his passage here from
Shanghai by the *Empress of Japan* and he
gave him the name of John Martin. Witness got
him a berth on the *St. Mark*. Dalton admitted
both offences and for the first he was ordered to
be put back to his ship and for the second he
was sentenced to one month's imprisonment.

MESSRS. MELCHERS & Co. as agents for the
Royal Insurance Co., fire and life, have issued
the usual bright-bound colour almanac for 1898,
together with a handy pocket diary full of useful
data, postal information, international money
tables, eclipses, anniversaries, holidays, etc.,
and illustrated with handsome vignettes of the
Company's buildings in all parts of the world.
The Royal was established in 1835 and has
steadily moved forward ever since. Its total
funds now amount to over £4,000,000. Last
year in the fire department the premiums after
deduction of reinsurance amounted to over
£4,000,000, and the net losses £1,120,000.
In the life branch new proposals were
accepted for £1,200,000 and the corre-
sponding annual premiums on those completed
were over £400,000. The claims paid during
the year on death and matured policies plus
bonuses amounted to £362,000 and the annuity
department is in an equally flourishing condition.
The Company offers to pay its clients large
participation in profits and extended limits of
residence and facilities for the revival of lapsed
policies and liberal treatment in every respect.

The Sanitary Board authorities are taking every
precaution to prevent dairymen from supplying
milk from infected cattle to their customers and
as the result of their vigilance a cattle dealer in
Kennedy Road was to-day brought before the
Magistrate charged with smuggling milk from
his shed after it had been declared infected.
Evidence was given that notice was served upon
the occupants that they were prohibited
from taking milk out of it and also that a similar
notice was posted on the shed. The defendant
denied ever having caused milk to be taken
from his shed and thereupon a Chinese constable
went into the box and stated that on the
morning of the 10th inst. he saw a man carrying
three cans of milk from the defendant's shed
and on the same afternoon he saw another man
carrying milk from the shed. He followed him
and saw him take it to an opium diwan where
milk was also sold. Inspector Cotton said that
he kept special watch on this shed in the night
and saw the people taking away milk by the
road. Mr. McCallum (Secretary of the Sanitary
Board) asked for a substantial penalty with a
view of stopping any future occurrence of the
kind and the Magistrate is fixed a fine of \$100
in default of three months' imprisonment.

When a company of the West Yorks under
Captain Price went into camp at Stanley on the
20th inst. a private reported the loss of his four
blankets and a water proof sheet. The baggage
was conveyed to camp by a junk and the men
marched over and on arriving at Stanley at
11.40 that forenoon the junk had already arrived
and the baggage was stacked on the camping
ground. After the tents were pitched each man
went for his baggage and it was in the afternoon
that a man reported that his blankets and water
proof sheet were missing. A search was then
made through all the tents but without result.
About ten days afterwards Lt. Leggon noticed a
blanket outside the coolies' tent and he reported
this to Capt. Price but no attention was paid to
it as it was then thought that it might be one of
the condemned blankets which had been sold
by the Government. Yesterday when the tents
were being struck and the baggage was stacked
outside Lt. Leggon noticed a bundle with four
blankets and a water proof sheet in front of the
coolies' tent. This was reported to Capt. Price
and as the result of enquiries made Lt. Leggon's
coolie was arrested and brought up at the Police
Court to-day. Capt. Price's boy gave evidence
that prisoner had not taken any baggage into
camp with him and that he used the blankets
that were found outside the tent. There were
about seven servants sleeping in the same tent.
The Magistrate was not satisfied with the case
and said that more evidence should be given
that prisoner had the blankets in his possession.
He remanded the case till to-morrow morning
for this reason.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAMAGUCHI MARU S. Kawamori	Kobe and Yokohama	THURSDAY, 23rd December, at 4 P.M.
SAGAMI MARU M. J. Curran	SHANGHAI, CHEMULPO, SHIMO-NOSEKI and Kobe	FRIDAY, 24th December, at 4 P.M.
TOKIO MARU E. W. Hawell	S. DNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 24th December, at Noon
IZUMI MARU R. Nunoo	BOMBAY, via SIN APORÉ (Tinsul) and Ceylon	THURSDAY, 30th December, at Noon
*RIKUN MARU A. E. Morris	SEATTLE, WASH., U.S.A., via Kobe, Yokohama and Honolulu	THURSDAY, 30th December, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Priorities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at 70, 71 & 72, Central.

A. S. MIHARA, Manager.

Hongkong, 18th December, 1897.



THE WORLD RENOWNED

FRENCH CORSETS
C.P. à la Sirène

Established 1839, PARIS.

Beware of Spurious Imitations
Only genuine if Labelled and Stamped
C. P. à la Sirène.

APPLY TO

M. OPPENHEIMER & Co., PARIS.

SETTING UP OF DISTILLERIES

Rice - Corn - Sugar-cane, etc.

PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF

Liquors Factories - Preserves Factories

Laboratories of Druggists - Essences Factories

STEAM KITCHENS

EGROT & CRANCE, rue Mathis, PARIS

Apply to Messrs. DODWELL, CARLILL & Co., Hong Kong.

TEETHING BABIES

need time for the teeth. All children need time for a healthy formation of the growing bones. Curvature of the spine, bow legs, and soft bones do not have enough time. When children are thin they need material for making flesh.

Scott's Emulsion

contains lime, and also the very essence of rich blood and healthy flesh. It has a remarkable effect on babies and children, insuring a healthy growth. The problem is simple. Scott's Emulsion contains the actual elements of food in an easy form for digestion and assimilation. Try it.

Sole Agents for Hongkong and the Empire of China: WATKINS & Co., Hongkong.

SERRAVALLO'S
FERRUGINOUS QUININE.THE GREAT AUSTRIAN TONIC
OF
PERUVIAN BARK AND IRON.

Over 100 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong: A. S. WATSON & Co.

Hongkong, 1st September, 1896.

CUSTOMS NOTIFICATION.

No. 82.

NOTICE is hereby given that SATURDAY, the 25th instant, and SATURDAY, the 1st January, 1898, will be observed as HOLIDAYS at the Kowloon Customs Office.

Work at the OPIUM EXAMINATION OFFICE, and CUSTOMS STATIONS will proceed as usual.

H. M. HILLIER, Commissioner of Customs for Kowloon and District.

Custom House,

Kowloon, 21st December, 1897.

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"ESMERALDA,"
Captain Taylor, will be despatched for the above Port TO-MORROW, the 23rd instant, at 5 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 21st December, 1897. [1885]

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE AND PENANG.

THE Company's Steamship

"JASO,"
Captain Owen, will be despatched on THURSDAY, the 23rd instant, at 4 P.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st December, 1897. [1897]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain T. R. G. Swinney will be despatched on THURSDAY, the 23rd instant, at 4 P.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 20th December, 1897. [1898]

"SHELL" LINE OF STEAMERS.

FOR MARSEILLES.

THE Company's Steamship

"PECTAN,"
Captain N. Hocken, will be despatched as above on SATURDAY, the 25th instant.

For Freight, apply to ARNOLD, KARBURG & Co., Agents.

Hongkong, 20th December, 1897. [1894]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SIKH,"
to sail about the 25th December, 1897.
S.S. "PORT ADELAIDE" about 15th Jan., 1898.
S.S. "ARGVILL" about 15th Feb., 1898.
S.S. "GHAZEE" about 20th Feb., 1898.
S.S. "LENNON" about 10th March, 1898.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 18th December, 1897. [1897]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on TUESDAY, the 23rd instant, at 3 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and will be available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and will be available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

M.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and will be available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 18th December, 1897. [1890]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"MYRWIDON,"
Captain Rowson, will be despatched as above on FRIDAY, the 31st instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 16th December, 1897. [1867]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"VARTOWDALE,"
Captain G. Geddes, will be despatched as above on or about the 1st January, 1898.

To be followed by the S.S. "HANSEAT" on or about 31st Jan., 1898. S.S. "LYDDE" on or about 15th Feb., 1898. S.S. "ORWELL" on or about 28th Feb., 1898.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 20th December, 1897. [1882]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 ft. American Ship

"NEW YORK,"
Perbydy, Master, shortly expected here, will load for the above Port, and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 25th September, 1897. [1625]

WORTH A GUINEA A BOX.

BEECHAM'S
PILLS

FOR ALL

BILIOUS AND NERVOUS DISORDERS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH,

IMPAIRED DIGESTION,

DISORDERED LIVER,

AND FEMALE AILMENTS,

ANNUAL SALE SIX MILLION BOXES.

50 CENTS PER BOX.

Prepared only by the Proprietor:—

THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG, and the

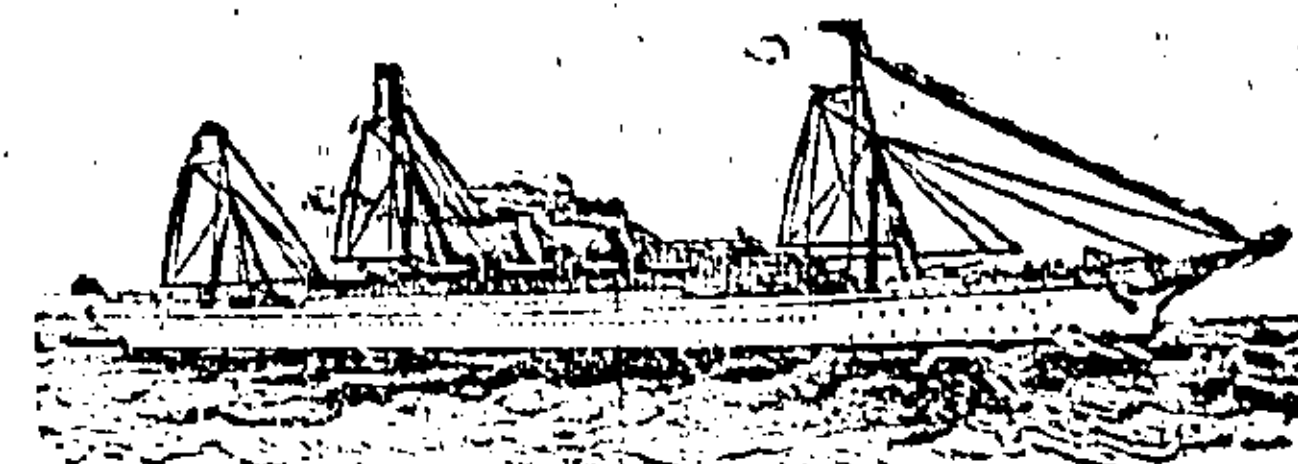
EMPIRE OF CHINA: WATKINS & Co.,

APOTHECARIES, 111, 112, 113, Queen's Road, Central, HONGKONG.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1897.



1897.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R. WEDNESDAY, 19th Jan., 1898.
EMPERESS OF INDIA...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 16th Feb., 1898.
EMPERESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 15th Mar., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey (avoiding the rough seas generally experienced in the latitudes further South) and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP'S (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,

Pedder's Street.

Hongkong, 22nd December, 1897.

OCCIDENTAL & ORIENTAL
STEAMSHIP
COMPANY.

TAKING CARGO AND PASSENGERS TO

JAPAN, THE UNITED STATES,

MEXICO,

CENTRAL AND SOUTH AMERICA, AND

EUROPE.

THE OVERLAND RAILWAYS,

AND

ATLANTIC AND OTHER CONNECTING

STEAMERS.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 28th Dec., at 4 P.M.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 15th Jan., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 3rd Feb., at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 28th Dec., 1897, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until 5 P.M. the day previous to sailing.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 2nd September, 1897.

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896.

U. S. MAIL LINE.
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND

HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Inland Sea, Yokohama and Honolulu)..... Thursday, 6th Jan., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 15th Jan., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 12th Feb., at Noon.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, and YOKOHAMA on THURSDAY, the 6th January, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding ORDERS TO OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 24th August, 1897.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 20th March, 1897.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

THE Steamship

"CHUSAN"

Captain E. Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 30th December, at Noon, taking Passengers and Cargo for the above Ports.

All Cargo for France and London will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 18th December, 1897.

NORTHERN PACIFIC
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.